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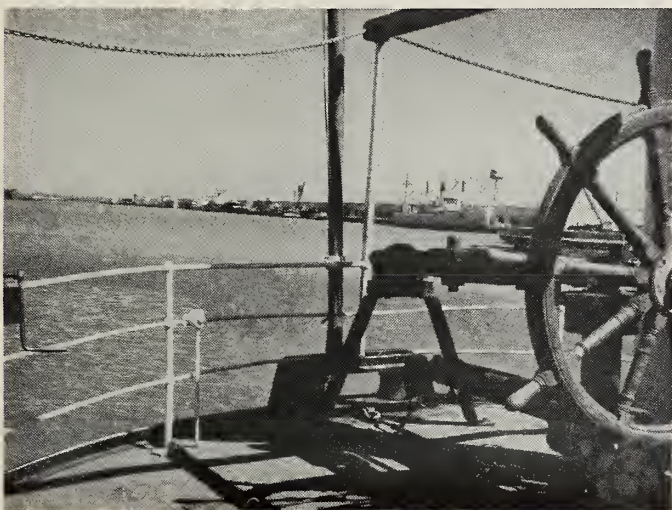
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PHOTO SERIES NO. 20

LAKE CALUMET HARBOR DEPARTMENT OF AGRICULTURE  
Chicago's Welcome to the St. Lawrence Seaway

SEPTEMBER 1958

Like many other cities on the shores of the Great Lakes, Chicago plans to become a seaport when the St. Lawrence Seaway is completed, and Chicago's new harbor already is in use. The Seaway will permit passage of ships up to 10,000 tons displacement, compared to about 4,000 tons maximum at present. Chicago's new harbor development is at Lake Calumet, south of the city and a few miles inland from Lake Michigan. It connects with Lake Michigan and with the Illinois Waterway, which leads to the Mississippi River above St. Louis. The Chicago Port Authority, besides deepening the lake, has filled in land and built warehouses, docks, roads and rail connections. The new harbor serves as a freight transfer point between ocean-going vessels and trains, trucks or barges. Pictures were taken for USDA's Agricultural Marketing Service.



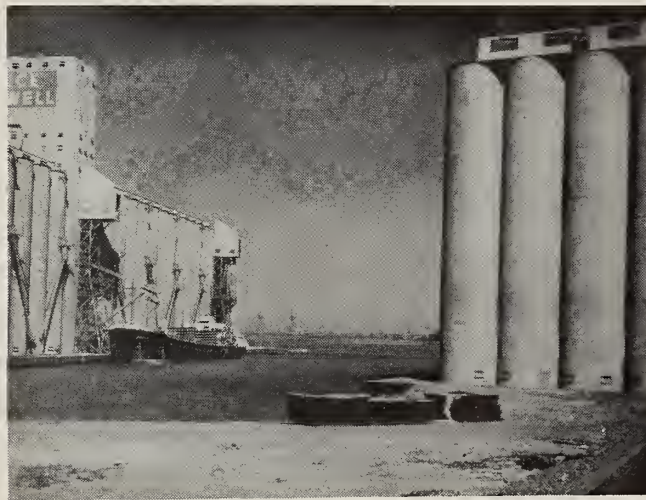
N-25680--This is a ship-to-ship view of Chicago's new Lake Calumet Harbor. From the deck of a grain ship, tied up at one of the grain elevators, the photo shows five freighters from Europe and several barges which operate on the Illinois Waterway, berthed at warehouses.



N-25685--This is a Dutch ship, the Prinz Willem II, out of Amsterdam, loading drums of chemical from the warehouse and steel from the railroad car at Chicago's Lake Calumet Harbor. The ship is owned by the "Chicago Line."



N-25684--Plenty of space is a first impression of Chicago's new harbor facilities. The planning was done only recently, and the land was filled into Lake Calumet, so space enough could be allowed for trucks to drive and park without congestion, and for more warehouses to be erected in the future.



N-25682--These twin elevators add 13 million bushels to the grain storage capacity of the Chicago area. The elevators were erected by the Chicago Port Authority at Lake Calumet Harbor. One is leased to the Rice-Powell Grain Company; the other to the Illinois Grain Corporation. Both elevators can load grain into or out of ships, barges, rail cars or trucks.

*Magazines and newspapers may obtain glossy prints of any of these photographs from the Photography Division, Office of Information, U. S. Department of Agriculture, Washington 25, D. C. Others may purchase prints (8 x 10) at \$1.00 each from the same address.*

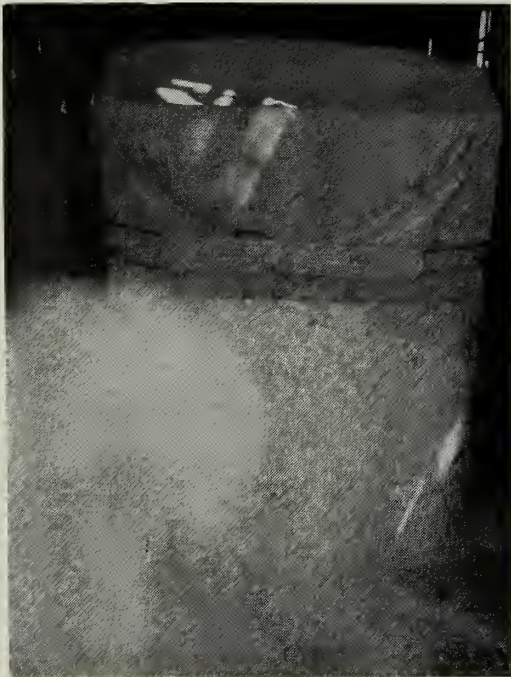




N-25681--Six and a half million bushels is the capacity of this new grain elevator at Chicago's new harbor. Its twin is out of the picture.



N-25674--A modern car dump for unloading grain from freight cars is part of the grain elevators at Chicago's new harbor. In this picture, the unloading operation has just started by tipping the car sideways to pour the grain into a hopper below track level.



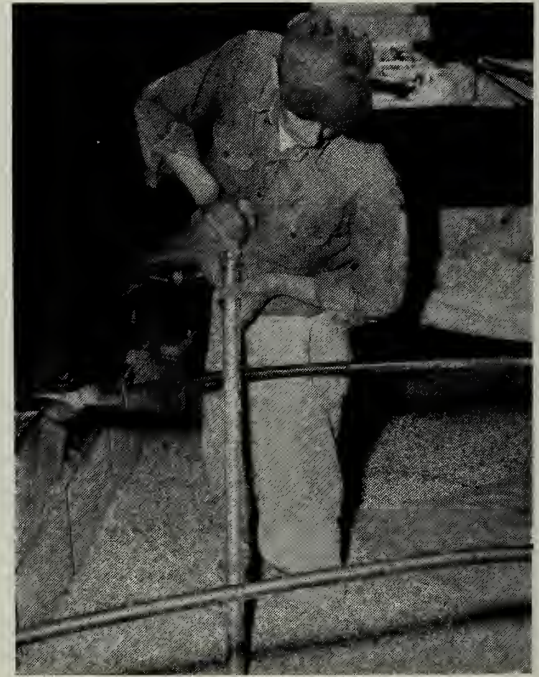
N-25673--A load of Illinois corn is poured out of a truck at one of the new elevators at Chicago's harbor. Grain falls into a hopper beneath the grill, with no hand labor. The grain may be loaded out into truck, rail car or ship.



N-25677--A "leg" from the elevator has been placed in the hold of the ship to unload rye from Canada.



N-25675--Like a giant hand shaking a piggybank, the car dump tips the car sideways, forward and backward to pour grain out the door. A few moments of sweeping is the only hand labor involved.



N-25671--Every lot of grain, whether it arrives by truck, rail or ship, is given an official inspection to determine its grade. The inspector, shown here taking a sample with a grain probe, is an employee of the Illinois Department of Agriculture, licensed and supervised by the U. S. Department of Agriculture.